The Marker Lamp

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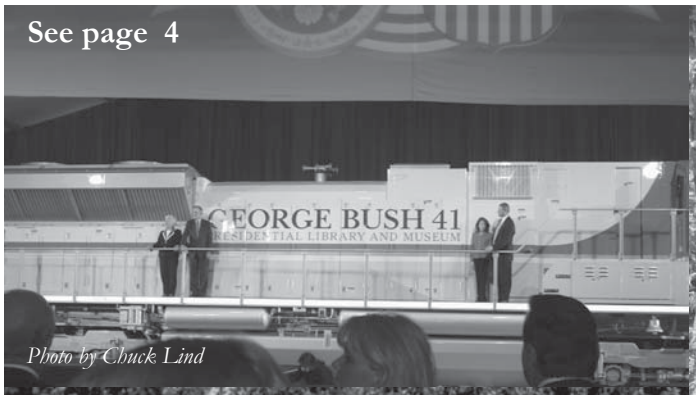

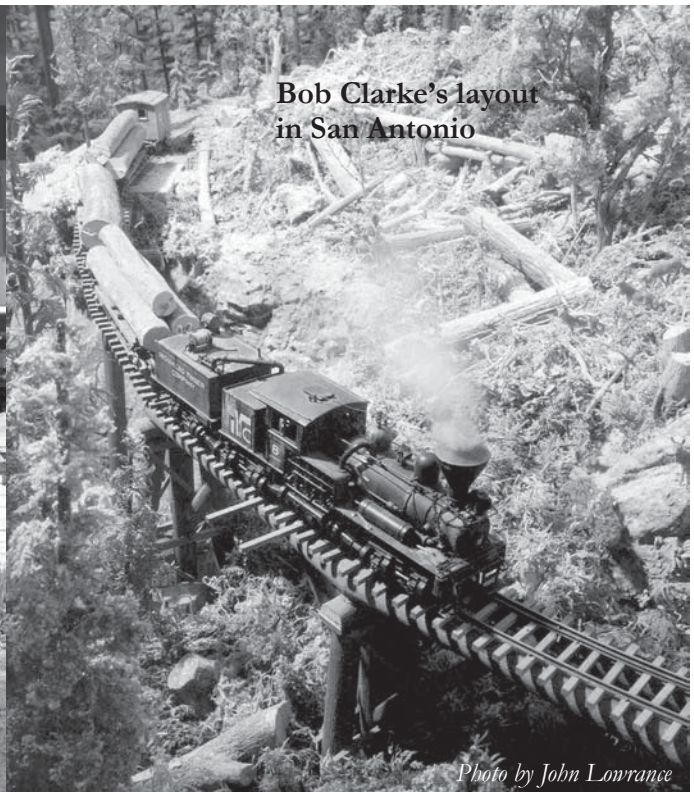

Make Plans for Next Year

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The Marker Lamp

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The editorial policy of **The Marker Lamp**, the official publication of **The Lone Star Region**, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility.

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President's Message

by Jerry Schoenberg, MMR

Hi fellow members,

At the time I am writing this column, I am also daydreaming of this great time of year for our hobby. I have received a flyer advertising the Houston 2005 Fall Model Railroad Layout Tour that lasts for **2 months**. The Dallas/Fort Worth train shows will start at Lockheed Martin Rec. Area in October and in Plano in January. Twenty four "operators" are leaving Dallas/Fort Worth this month to join operators from the rest of the Region in Tulsa and Arkansas. They will operate on 9 layouts. Friends throughout the Region are looking at their layouts or empty rooms with grandiose plans to build their dream. It is a good time for all of us.

We are also in a time of change in the NMRA. All regional NMRA members are becoming members of the Lone Star Region. This is really great. We should all make an effort to welcome them and let them know what is going on in our areas. What an opportunity to explain the subscription importance of *The Marker Lamp* and to describe the many fun parts of the convention in San Antonio!

It would be amiss of me if I did not mention the hard times caused by hurricanes Katrina and Rita in our Region. Many of our members have been uprooted from their homes and suffered the anxiety of wondering what the future would bring. For the most part, I have received good news from many friends in south Louisiana and Texas concerning their homes and the preservation of most layouts and clubs. Let's hope that all get back home soon.

With regards to the Region's future, I first consider it a privilege to represent you. For that reason, I would like you to know some of my objectives.

I would like to see some reasonable success in our efforts to recruit young individuals into our hobby. We all talk about the need, and we often make the effort, but I feel we lack active progress for ongoing results. Our Youth Chair, Tom Browning, is dedicated to achieving this objective, but he will need all our help. As he initiates efforts with the Boy Scouts, youth operation, modeling, convention activities, etc., he will need our help and support.

The backbone of our Region is the annual convention. It is the time that friends from afar get together and share with all the local groups. Convention attendance is not what we would like it to be. I am dedicated to finding ways to entice more of our members to the conventions. We should allow those that work so hard the opportunity to make the convention as great as it can be with less economic constraints.

Roughly a third of the regional MNRA members have been completely inactive in the LSR. They are becoming LSR members via the new dues program. It is an important objective to welcome these many hobby friends and get them to join our local groups, subscribe to *The Marker Lamp* and attend our convention. As a first step, I will send all these members a personal welcome from the Lone Star Region.

I also have an objective of helping us increase the subscription volume of *The Marker Lamp*. It is a key communicator to our membership and without its distribution, we will be unable to fulfill our objectives.

Last, but not least, I have some objectives regarding our Lone Star Region volunteers. I think we should do more to recognize those that take on a job and do it. I think there should be more interest in the voting process. I also think that when a volunteer finds that his interest has decreased, it should be made known so that recruitment for a replacement can be made.

Success or failure, I will try to keep you up to date on these Region efforts.

On a sad note, we have lost a great friend of over 50 years in the hobby. After a real struggle to get back to his trains, Ken Caulking left us. For those who knew Ken, you knew a real ambassador of the hobby. During my first meeting, an open house at his home, I found myself immediately running a train and being told not to leave because he would be there until all were tired. His family was pleased that he had so many friends in the Region.

Well folks, I vow to achieve more progress on the Allegheny Railroad, and I hope you all are also doing what you love in the hobby. I hope to see some of you soon in the Lone Star Region.

View from the Spar Pole

By Chuck Lind, MMR

Laurie and I went to Colorado, just as hurricane Rita was blowing in, to ride the Durango-Silverton Fall Photo Special. The Colorado weather was great for the two-day event, blue sky, fall colors, and cool weather. The crew was wonderful and planned some great shooting locations.

I have been working very hard on the layout trying to get as much scenery in and wiring done as possible. This year I was on the Houston layout tour so having a deadline helped to complete all those projects. Laurie and I opened our railroad on October 15 & 16 and had about 50 people stop by over the two days. I want to thank all those who stopped by even though many had to fight the Aggie football traffic. I also need to thank Tracy Mitchell, who spent one day helping to clean the layout room and helped during the open hose keeping the trains running. One of the things I tried to do this year was hand the controls to some of the children that showed interest in the trains. We were amazed when one young man, about 8, started to explain which engines were Shay's and which ones were Climax's. He also explained to Tracy how a switch should be wired and where to cut the gaps. I do believe this young man will be a railroader. While he was the most memorable we did have several young people running trains and they did a good job and hopefully they will remember the experience and want to participate in this great hobby as they grow up.

As I am working on this edition I took a break and attended the unveiling of Union Pacific's newest engine. The 4141 in honor of former president George H. W. Bush. This is to start the publicity for the Bush Library's upcoming exhibit on Railroading which will start in November and run through June. Plan on attending this event, it looks like it will be great. If you come to College Station give Laurie and me a call 979-219-3305 and we will try to open up our railroad to you.

Mark Your Calendars, the Trains are Coming!

Trains: Tracks of the Iron Horse will whistle its way to the George Bush Presidential Library and Museum on November 7, 2005. This 4,200 square-foot exhibit fills both of the museum's changing exhibit galleries and covers everything from the train's inception to modern day locomotives and routes. The exhibit will introduce visitors to the rich technological, social, and economic history of the railroad industry and conclude with a discussion of how the railroad industry continues to play a key role in the 21st century U.S. economy. Discussions of people, events, and issues surrounding railroads are carefully placed within the broader context of U.S. history in order to accurately describe the political, economic,

and social forces influencing the growth of this dynamic industry.

Highlights include an actual General Electric locomotive cab, historic railroad china, a Union Pacific restored caboose, an extensive collection of railroad clocks and pocket watches, selections from Frank Sinatra's model railroad collection, an executive order signed by Abraham Lincoln setting the gauge for the railroad, Overland model railroad cars, a three foot long crystal train and hundreds of historic photographs gathered from across the nation and much, much more. On display in March 2006 will be the Golden Spike, which was symbolically driven on

May 10, 1869 at Promontory Point to complete the first transcontinental railroad.

On display will also be a collection of historic and contemporary photographs by noted railroad photographers. The photographs and three dimensional items will be accompanied by a lively narrative and a number of maps and time lines to illustrate various issues associated with railroad development and contemporary railroad operations. Rail fans, professional railroaders, and railroad scholars will also find the exhibit entertaining and informative, particularly various trivia challenges located throughout the exhibit where visitors can test their knowledge against experts on railroad history, operations, and technology.

More than a dozen model railroads from various model railroad associations throughout Texas will be on display during the course of the exhibit. For children, the exhibit will have a number of touch and learn stations highlighting issues of railroad safety and railroad operations.

Get on board and visit this spectacular exhibit!

Learn to model with one of the "Masters" in San Antonio!

To his family and friends, Mic Greenberg is affectionately known as the "Great Observer." He thinks that's an appropriate moniker as it sums up one of the most important elements of his modeling talents.

Mic credits a lifetime of observations as the skill that makes his modeling possible. "I tend to notice things both man-made and natural that inspire concepts that I then like to portray in miniature," Mic says. And boy, does he portray them well.

Take, for instance, two of his major modeling projects – Pillar Point Marine Railway and the Pescadero Tank House. "Both drew my attention because of observed points that I found of immense interest," Mic says.

Mic burst upon the model railroad scene in 1981 when his Pillar Point Marine Railway diorama won "Best in Show" at the 1981 National Model Railroad Association convention.

What intrigued Mic most about the real-life Pillar Point Marine was the carriers for the boats and the rails above trenches used to achieve the makeshift transfers of the loads. He captured them magnificently in his prize-winning diorama, that also included a stunning model of a fishing boat in dry dock for repairs, a boat repair house with complete interior, and one of Mic's trademark ¼-inch scale scratchbuilt trucks.

With the Pescadero Tank House, Mic was so intrigued by the building's proportions and interesting architectural lines that he and former modeling friend Gary Nash included the structure in one of their modeling instruction sheets back in the 1980s. More than two decades later, Mic completed his model of the tank house. He displayed the diorama at this year's 25th National Narrow Gauge convention held in Dearborn, Mich.

Another of his well-publicized modeling efforts was the Stambaugh Garage diorama. But subject matters alone aren't what set Mic's dioramas apart. He has earned a reputation as a master of weathering for his realistic portrayals of Mother Nature's effects on exposed metal and wood.

Mic says he began what he calls his "trance of discovery" in the late 1970s while living in Northern California. It was during this period that he began to try to replicate the effects of wind, rain and sunshine on metal and wood. Bob Brown, owner of the Narrow Gauge and Shortline Gazette, provided Mic a venue to present his techniques to readers, and Mic's fame spread among narrow gauge fans.

In the next four years, Mic would author 11 articles in the Gazette, where he explained in detail how he weathered wood and added splits, cracks and knotholes; scratchbuilt trucks and a steamroller; and how he built Pillar Point Marine and Stambaugh's Garage.

In addition, photos of his prize-winning models were seen in Model Railroader and Railroad Model Craftsman.

Now, 25 years later, Mic has returned to modeling with a new vigor and excitement. "I have had a tremendous response at coming back and feel very privileged to be so received," Mic says. He has had photos published in the "Readers Photos" section of the Finescale Railroader Web site (www.finescalerr.com), and his photos have been posted alongside various discussions that have appeared on the Railroad Lines Forum Web site (www.railroad-line.com).

Gary E. Maitland, chairman of the 2006 Lone Star Region convention, feels very fortunate to have Mic as the convention's "Make and Take" clinician. "This is a once in a lifetime chance for LSR members to learn from one of the true masters of weathering techniques," says Gary. "You don't have to be a narrow gauge fan to appreciate Mic's ability to realistically capture the effects of weathering on exposed surfaces. What you learn in this clinic is universal – useful in all scales and in any era." While Mic and Clinics Chair Al Boos are working out the details and the cost of the "Make and Take" clinic, which is being modeled after the NMRA's hugely successful "Modeling With the Masters" series, Gary urged LSR members not to wait too long to get their name on the list for this Extra Fare item. "The clinic will be limited to the first 20 participants. So

if you are interested, I would urge you to contact Registrar Don Scott and get your name on the waiting list," said Gary. "Then as soon as the details are ironed out, we will e-mail cost information and class times to those who sign up."

Send your e-mail to katydon@satx.rr.com, or to gem21@sbcglobal.net if you would like to be placed on the waiting list.

Final acceptance of clinic attendees will be based upon completion of payment of the Extra Fare fee by the April 14, 2006, early registration deadline.

Decaling clinic adds new dimension to commemorative railcar project

A pair of hands-on clinics will enable 32 convention attendees to learn the techniques of applying decals to rolling stock.

And as a bonus, those signing up for the Extra Fare clinics will take home their very own HO-scale commemorative hopper cars. The fact that only 32 of these special cars will be produced makes them truly collectors' items.

The decaling clinics will be split into two classes limited to 16 participants each. Cost of the Extra Fare item is $15, which includes a prepainted Accurail 3-bay hopper car complete with dimensional data, and a sheet of the official convention decal

honoring Charlie Spangler's home layout, the DawCha Southern Railroad. Participants will have their choice of a black car (20 available) or mineral red car (12 available).

The DawCha Southern decals will be white and include the roadname, attractive horsehead logo and the railroad's nickname, "The Iron Horse Route."

San Antonio Model Railroad Association member Dennis Pierce will conduct the hour-long decaling classes. Participants will learn the art of decal application, use of setting solutions and final finishing techniques.

The 2006 Convention Planning Committee selected Spangler's DawCha Southern for the convention decal primarily because of the attractive and unique design of the railroad herald. Spangler said the name, DawCha Southern, is a combination of he and his wife's first names – Dawn and Charlie – and Southern was added because the Spanglers live in the South. "The horse head stands for Iron Horse, which is what steam locomotives were called by the Indians back in the good old days," said Spangler. And since Charlie runs only steam engines on his railroad (OK, he admits to running a few diesels when his wife isn't looking!), he chose the slogan "Iron Horse Route" as the railroad's nickname.

For those who miss the decaling clinics, the DawCha Southern decal sets will be on sale. Price, scales and availability will be determined at a later date.

You can get the latest information on these two clinics, and all other planned events, by checking out the official convention Web site at www.samrarail.org/LSR/.

Shopping and hands-on clinics to keep Non-Rail participants busy

Non-Rail participants will have a choice of shopping experiences and a selection of hands-on clinics at the Lone Star Region convention in 2006. And when they aren't involved in LSR activities, the ladies will have time to experience the unique culture that makes San Antonio such a tourist destination.

The four hands-on clinics scheduled to date should pique the varied creative interests of the Non-Rails, and one clinic could generate some interest from the male contingent as well.

Three of the four clinics are free, and the fourth will have a reasonable $5 Extra Fare charge for participants. Attendees will take home the crafts they make.

Here's what's planned:

MAKE A SNOWMAN: Participants will make a snowman of Styrofoam balls covered in polar fleece. The finished snowman will have a knit sweater with buttons, a scarf, a stocking hat, Fimo "coal" eyes, orange "carrot" nose and twig arms. There is no charge for this clinic.

TOTE BAG: Participants will decorate a tote bag with button center cloth yo-yos and green cloth leaves. There is no charge for this clinic.

BUILD A BIRDHOUSE: Participants will assemble a weathered cedar wood birdhouse and decorate it with toll paint and stencils or their own design. All the wood parts needed for the birdhouses will be supplied. This is a great clinic for male conventioneers who enjoy yard projects. So ladies, invite your husbands to tag along. No charge for this clinic.

MAKE A CORSAGE: Participants will learn the techniques of making a corsage using silk flowers. Each corsage will be different. There will be an Extra Fare charge of $5 for this clinic to cover the cost of materials.

Non-Rails can take a break from the clinic room and enjoy one or more of three unique shopping experiences. At night, they can take a short walk of less than half a block to shop at the large North Star Mall, where you'll see the 40-foot high cowboy boots at the entrance. This up-scale mall boasts five major department stores, plus a variety of boutiques and specialty stores. The mall will be open from 10 a.m. to 9 p.m. Thursday, Friday and Saturday and from noon to 6 p.m. Sunday.

Saturday, June 3, a trip to the outlet malls in San Marcos is being planned. Participants will carpool to the outskirts of San Marcos for this half-day shopping extravaganza. Lunch is "Dutch treat" and there is an Extra Fare charge of $2 per participant to be paid directly to the drivers to help cover the cost of gasoline.

For those looking for a different shopping experience, a trip to Boerne is being planned for Friday, June 2, where participants can browse through a host of antique and speciality shops that line the downtown streets of this historic Texas city. The carpools will leave San Antonio mid-morning and return mid-afternoon. Lunch is "Dutch treat" and there is an Extra Fare charge of $2 per participant to be paid directly to the drivers to help cover the cost of gasoline.

And should the ladies tire of shopping, information will be available on the city's cultural attractions, which include the Alamo, The Missions National Park, the River Walk, San Antonio Botanical Gardens, Tower of Americas, Institute of Texas Cultures and Witte Museum.

And Non-Rails are urged to get their arts and crafts contest entries ready. This year's theme is "Anything to do with Missions."

Model Railroader's Andy Sperandeo will be guest speaker at banquet

A 26-year veteran of the modeling press will offer his reflections on the model railroading industry during the LSR convention's annual banquet.

Model Railroader magazine Executive Editor Andy Sperandeo will be the guest speaker at the 2006 banquet, which will be held Saturday night, June 3, in the Tamayo Ballroom, Salon III, of the host Doubletree Hotel in San Antonio.

Sperandeo joined Model Railroader, which is recognized as one of the premier model railroading publications in the U.S., in 1979. Among his bylined articles in his early career was a series of stories on a small layout called the "Washita and Santa Fe." Since that time, Sperandeo has become a noted expert on the Santa Fe.

In 1993, Model Railroader named Sperandeo editor, a position he held until 2001 when he was elevated to his current position of executive editor. He was also the founding editor of the annual Great Model Railroads magazine, which was launched in 1990, and is the editorial director of a second annual launched in 1995, Model Railroad Planning. In addition, Sperandeo is the author of a Kalmbach book, "Easy Model Railroad Wiring," now in its second edition.

A model railroader since his teens, Sperandeo started building his 38-foot by 44-foot layout in April 1995. The HO-scale layout models Santa Fe's Los Angeles Division, from San Bernardino over Cajon Pass to just west of Victorville, Calif. He models the 1947 steam-to-diesel transition era. The layout features handlaid Code 83 rail for the mainlines, 32-inch minimum radius curves, grades of 2 to 3 percent, and DCC control.

Sperandeo said he became committed to modeling the Santa Fe following his first visit to Cajon Pass. "I was already a confirmed Santa Fe fan," he said in comments published on the Model Railroader Web site, "but I hadn't settled on any one part of the system to model, except that I wanted it to be in the West." But after spending a day watching trains at Summit in May 1971, Sperandeo was sold on the merits of modeling a portion of the Santa Fe's operations in the mountains of Southern California. "I've been studying this prototype ever since, and have only confirmed my appreciation of it," he noted in the Web site comments. "It's the Santa Fe … with great looking steam power and colorful early diesels, distinctive freight traffic, top-of-the-line passenger trains, and the UP thrown in for contrast. What's not to like?"

A native of New Orleans, Sperandeo and his wife, Arlene, now live in Brookfield, Wis., near the Model Railroader offices.

Convention general chair Gary E. Maitland said "In discussing possible guest speakers, we immediately thought of Andy Sperandeo because of his name recognition and because of his interest in the Santa Fe," said Maitland. "The Santa Fe was a very important railroad in the history of the state of Texas, and Andy is one of the most noted experts on that railroad. We're delighted that he has agreed to come speak to us at during our closing night ceremony."

Visit to Austin layouts a special treat for operators

A trip up U.S. 35 to Austin on the opening night of the 2006 LSR convention could provide a special treat to attendees who enjoy the operations side of model railroading.

Operations Chair Paul Steves is working with well-known Austin modeler Chuck Ellis to try to put together an evening of operations that could involve up to three (3) home layouts in the capital city.

Those signing up for the roadtrip would carpool to Austin. Preliminary plans call for attendees to leave from the Doubletree Hotel lobby at 5:30 p.m. Thursday, June 1.

Members of the host San Antonio Model Railroad Association are working furiously to get SAMRA's club layout ready for a possible operating session on Friday, June 2. Starting time for that session at the Bob Clarke Rail Heritage Museum, located a short drive from the hotel at 717 Narrow Pass in Live Oak, would be 7 p.m. Steves said home layouts of several of SAMRA's members would also be open for operating sessions.

All the operating sessions will be held Thursday and Friday night to allow conventioners the chance to attend clinics and visit home layouts during the daytime.

Steves said those signing up for the operating sessions will pay a $10 fee for each operating session they sign up for. Participants will receive a ticket punched by the layout owner when they show up for the session. They will be reimbursed the $10 when they return to the LSR registration table at the hotel.

To keep abreast of the planned operating sessions, check the official convention Web site at www.samrarail.org/LSR.

Convention briefs

Don't forget to purchase official convention patch Those attending the 2006 Lone Star Region convention in San Antonio will want to purchase one of the official convention patches. The colorful patches, which were designed by guest clinician Mic Greenberg from a suggested design by LSR Division 6 Director Doyle Bond, will be sold for about $5 each. Only 200 of the patches will be available, so conventioneers are urged to place their orders early. Convention general chair Gary E. Maitland said the patches are sure to be popular with railroaders who decorate their vests and jackets with commemorative patches.

"The planning committee wanted to make sure we produced a patch for our convention that would be both distinctive in its design, and very visible when being worn," So Maitland asked Greenberg, who is a professional illustrator for books, to take a rough sketch developed by Doyle Bond and create a colorful 4-inch wide patch – which is twice the size of the 2004 convention patch. The final design is an eye-catching rendition that effectively combines the cultural heritage of the city of San Antonio with its rail history. Using the "Tracks to the Alamo" theme as the basis for the patch's design, Greenberg filled the upper portion of the patch with a computer-aided drawing of the historic Alamo in adobe-brick color. He ringed the 4-inch round patch with a red reverse bar upon which is printed the convention theme at the top, and the host city and convention year at the bottom. Slicing across the inside of the patch, from left to right, is a segment of track, and balancing

Continued on next page

the image on the right-hand side is a switch stand with a dark blue target with a single star, symbolic of "The Lone Star State," and red and green markers for added visual impact.

"We think the patch is so unique it will become a prized possession of collectors of railroad patches," said Maitland. The patches are being produced by JRC Company, which is owned by John Miskulin.

The patches can be ordered as an Extra Fare item. The preliminary cost estimate is $5 per patch, but final cost should be available in a few weeks. Check the Web site for more details.

A few good volunteers needed for Silent Auction

Silent Auction co-chairs Charlie and Dawn Spangler are putting out a call for assistance. The Spanglers are looking for volunteers to help with the Silent Auction during the 2006 Lone Star Region convention. Hours of operation and work schedules will be posted at a later date.

Anyone interesting in helping man the Silent Auction room can contact the Spanglers via e-mail at dawcha22@gvtc.com.

Familiar names dot lineup of clinicians

Some well-known names of modelers, Master Model Railroaders and historians dot the early sign-up list for clinicians for the 2006 Lone Star Region convention.

The early list is a who's who of modeling expertise and includes nationally known author Mic Greenberg of Narrow Gauge and Shortline Gazette fame, Model Railroad Executive Editor Andy Sperandeo, author and nationally recognized clinicians, John Lowrance, MMR, Leslie Eaton, MMR and Master Model Railroader Tracy Mitchell and noted Katy historian Ray George.

Clinics Chair Al Boos said LSR members should frequently check the convention Web site at www.samrarail.org/LSR for updates on clinicians, a brief synopsis of their topics, and photos when available.

Seen our Web site yet?

Lone Star Region members who want to keep abreast of the latest developments in next year's convention should check out the official convention Web site at www.samrarail.org/LSR. San Antonio Model Railroad Association Web master John Forist has designed a Web site that is both attractive and easy to navigate.

If you are a first-time viewer to the Web site, I encourage you to scroll down the page until you come to the link that says: "See our Special Convention Presentation Download."

This is a must-see PowerPoint presentation put together by John Forist and SAMRA member Michael Dickmann that gives you both a convention overview and a virtual tour of some of the main attractions in San Antonio. It takes just a few minutes to download the presentation to your computer, but the resulting slideshow is a great introduction to our convention and our city.

The buttons on the left side of the Web site are your navigation tools. Just click on the subject of interest and you will be directed to another page with information. We're still developing some of the pages, but all of them should be activated by November. And we will add other buttons when information becomes available.

Those who want to register early can go to the registration page and download a registration form that they can then print at home. Or you can send an e-mail to Registrar Don Scott at katydon@satx.rr.com or send Don a request by letter to Don Scott, 22016 Senna Hills Drive, Garden Ridge, Texas 78266. He will be more than happy to send you the necessary forms by mail.

If you register before April 15 you will save $10 on the fee. The $69 early registration fee includes admission to the banquet and breakfast, the home layout tours, contest room, silent auction, and all clinics accept the Extra Fare clinics.

On the Clinics page, you'll find an easy to read grid that lists the clinician and his or her topic, a brief description of the clinic, and the date, time and place of the clinic. The locations and times will be added in the future as we firm up our space requirements.

We are working with our clinicians to get appropriate photographs, mugshots and biographies. When we can, we will produce another link from the clinics page that directs you to a more detailed page of information and photos of the clinician and his work. A great example is the links to the biographical story of Mic Greenberg and photos of his work. If you haven't seen these pages yet, I encourage you to go to the Web site and check them out.

Our Web site contains the basic information about our host hotel, the DoubleTree Hotel. But if you want additional information, maps and directions to the hotel, or if you just want to make your hotel registrations online, I encourage you to go to the hotel's Web site at www.sanantonioairport.doubletree.com and take the virtual tour. After taking the tour, you'll have a better understanding of why my committee thought the DoubleTree was a perfect venue for our convention.

In the ensuing months, there will be many changes to our convention as my planning committee hashes out details and firms up commitments. You can stay abreast of those developments without having to attend a single meeting. Just go to our Web site at www.samrailrail.org/LSR and bookmark the page. Return to it often, as we plan to provide weekly updates.

As we roll down the "Tracks to the Alamo," we'll provide you all the information you need to make decisions on what you want to see and do while visiting us in San Antonio from June 1-4, 2006.

And if you have questions or comments, feel free to contact Convention general chair Gary E. Maitland at any time, by e-mail at gem21@sbcglobal.net.

Bridge crossing on the SAMRA club layout in San Antonio

CONTEST SCORING CHANGES

By Jim Packer, MMR

In the spring of 1996, after the NMRA changed the scoring system for judging contest entries, the LSR voted to adopt a new judging form, retaining the scoring that had been in effect prior to the NMRA's action. The significant differences were that the NMRA had reduced the maximum points for "Detail" from 25 to 20 and for "Scratchbuilding" from 25 to 15. To maintain the 125-point total, "Conformity" was increased from 10 to 25. The LSR continued to use the old scoring system until the Board of Directors meeting in June 2005, when a motion was approved to change the LSR system to match that of the NMRA. The board felt that although the LSR system was still preferred, we needed to make our scoring system the same as that of the NMRA.

Many of you may have read my letter to *Scale Rails*, printed in the September 2005 issue. If you have not, you might read it, rather than my taking up space in *The Marker Lamp*. After several positive responses, encouraging a petition to the NMRA to seek a change back to the old scoring system, I decided to pursue that option. At this writing the petition has just been put into operation. By the time you read this, I hope many of you will have already received an e-mail directing you to the petition site. If you have not yet had the opportunity to register your signature, go to www.PetitionOnline.com/NMRA2005/petition.html. I have sent an e-mail with this information to as many of you as I have addresses. I encourage each of you to forward the e-mail to all NMRA members in your address book, if you haven't done so already.

The website supporting petitions appears to be a good one, so the key to the success of this effort will be in communicating the information to as many members as possible. Obviously, I don't expect 100% to agree, but if everyone will forward, that will give the maximum number theoption of expressing their opinion.

Earn Volunteer Points The Fun Way!

By Tom Browning, Lone Star Region (LSR) Youth Chair

When I took on the job of LSR Youth Chair, I discovered that little work was being done to introduce Boy Scouts to model railroading. I have done some research and we as members of the NMRA can help boys earn the Boy Scout Railroading Merit Badge. As a Boy Scout counselor you can earn one TU per month and one TU for each Boy Scout who qualifies for his Merit Badge. This can be a fun way to get our youth interested in model railroading and the NMRA. With the help of John Stevens of the Piedmont Division of the Southeastern Region, I have made some progress in organizing a streamlined way to make this fun and easy to do. In the Piedmont Division alone 131 Boy Scouts earned their Merit Badges! Have a look at page 7 a of the August 2005 issue of ScaleRails. While you have your back issues of ScaleRails out have a look at the October 2005 issue for more of what the Piedmont Division is doing.

At the Mid-Year Directors' meeting I will provide a kit to each of the division directors so they will have the BSA applications, BSA Railroad handbooks, suggestions, "how to do its" and curriculum for helping the Boy Scouts earn their Merit Badges.

Youth Membership Program

By Tom Browning, Lone Star Region (LSR) Youth Chair

The Youth Membership Program is an excellent way for the members of the LSR to bring new and young members into the National Model Railroad Association (NMRA) and to become involved in model railroading. In fact this is the objective of the Youth Membership Program as defined in Article VI of the LSR By-Laws. A successful program can be the beginnings of sustaining growth for the LSR. The details of this program may be viewed in detail on the LSR website at http://lonestarregion.com

In a nutshell the program will sponsor nine young people with a one-year youth membership to the NMRA/LSR. There is one for each division and one nominated by the elected officers and directors at large.

Each division director may pick from a list of candidates submitted by:

1. individuals who are members of their respective divisions
2. clubs that are located in the respective division
3. the division director
4. if more than one candidate is submitted, the final choice will reside with the region Board of Directors

Each submission needs to include a short commentary stating why the candidate should be considered for sponsorship. That commentary may include an interest in model railroading, modeling skills, inability to pay dues.

The division director shall track the progress of the youth throughout the year so as to be an additional mentor to the youth.

The rules listed above are simplified here for brevity, so you should refer to the By-Laws for the exact rules. If you have questions, please contact me by phone or email. To make it easy for you to submit your candidates, please complete the form below. All those submitted by December 31, 2005 will be considered for final acceptance in the Mid-Year Directors meeting in January 2006.

Youth's Name: _____

Commentary of why this young person should be a good candidate:

_____

_____

_____

Division Name/Number: _____

Division Director's Name: _____

This should be e-mailed to thomascb@evl.net when subbmitted.

Division 3 Lone Star Region Convention Youth Scholarship

I am very happy to announce that Mr. Bob Brendle, a Division 3 member, is offering the scholarship described below. Depending on the success of this scholarship, it may be repeated and include the region. Let's get behind this and make it a success.

Our goal is to encourage and support young people interested in Model Railroading, by introducing them to the fellowship of our hobby through attendance at our annual LSR Convention.

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For the Narrow Minded…

By Duane Richardson

It has been a busy summer on the P&DR. The right of ways were graded over the course of last Winter (Benchwork was completed) and the track gang began laying rail in the Spring. As Fall approaches, the track work for the town of Timberline has been completed (handlaid turnouts and rails) and the gang has moved on to begin construction of the staging yard at Mears. Once completed, I will have it AP judged for Civil and Electrical Engineer. I hope to have that completed and sent along with the paperwork for my MMR to be approved before the holidays.

For those of you who don't know me, I'm a big supporter of the Achievement Program. It has done several very important things for me. Through the AP I have met some of the best people in the hobby and it has had a dramatic effect on my modeling skills. I've learned more by being involved in the AP than anything else. It's also taught me that the research into a project can lead you in many different directions.

If you are starting a project that is to be a prototype model or even based on a prototype, you really need to start with a few good pictures. Most narrow gauge railroads have a book or two published about them and the internet is a great source for material. If you model a Colorado railroad the best source on the web is the Denver Public Library's Western History Collection at http://photoswest.org/ as well as the Richardson library at the Colorado Railroad Museum. You might also contact the NMRA library. They have sources for just about any railroad you can imagine and are very helpful in getting you the data you might need.

Now…I tell you that to get to the subject of this column. I had a good start on the Cars certificate and decided that it would be the next one I would finish. I had already qualified 2 cars that I built 12 years prior and only need to build a few more. I had picked out a few kits and had those started, but I was looking for a subject for the rest of the scratch-built cars. I had no clue what I was going to try to build when I ran across a cool little car in one of my video tapes.

In a Green Frog tape of the D&RGW there is footage of a 1950 Rocky Mountain Railroad club excursion across the Rio Grande Southern. On that trip were 3 high-side gondolas that had been converted for passengers.

After looking through most of my books and everything that the Denver Public Library had to offer on their website, I found a few images to work with. I later purchased a DVD from Machines of Iron that had footage with the cars and I was able to capture a couple of images on my PC.

Armed with this and some S scale plans from "A Century +10" by Robert Sloan I was able to construct a D&RGW High-Side Gondola and convert it for passenger service on the Purgatory & Devil River. Working for an hour or two in the evenings I built this gon and another just like it over a two-week period. One was built as a rider gondola from the DVD and the other as a regular freight car. This turned into a more challenging project than I first anticipated but one that I'm very pleased with the results. I entered both of these cars into the contest at the LSR Convention in Ft. Worth and placed 1st with both. Then to top that off, Terry Bacus (editor of Scale Rails) was in attendance and asked that I include one of them in the convention report that was published in the September issue.

When considering a project there are also many other places to find the information you may need to complete your model. If you go to the conventions or train shows, make attending some the clinics a priority for your schedule. Some of the most knowledgeable modelers in the region will be teaching classes and most are more than happy to answer any question you may have. I used a few tips I had learned at various clinics to build these cars and it really paid off.

Until next time...keep the boiler full, the fires hot and the wheels on the rails.

New Nominating Chairman

Hello my name is Gary McMills and some LSR members may be aware that I have been appointed as the new Nominating Chairman. I feel that it is a priviledge to be asked to serve in this capacity and I look forward in doing so. I would like to thank John Linda for his service and I believe that he deserves a large amount of thanks for establishing such a successful operating procedure for nominations and elections.

I have been involved in model railroading since I was in elementary school. I am a American History teacher with prior experience in Civil Engineering and the U.S. Army. For the last several years I have been a member of the MidSouth Model RR Club in Baton Rouge. I am dedicated to improving the growth of our wonderful hobby.

The LSR will need to fill the following positions for the year 2006: a Director for Divisions 2, 4, 6, 8, and 3 At-Large Directors. Requirements to run: LSR membership for one year prior to taking office and attendance at Board of Directors' meetings or written proxy.

Nominations must be received no later than March 1, 2006. Biographical information sheets are available on the LSR website, or by mail from Gary McMills, Chairman, LSR Nominating Committee, 649 Broadmoor Ave., Baton Rouge, La. 70815.

Secretary/Treasurer's Report

by Elbert Smith

LSR Financial Condition:

For the period of May 1 through Sep. 30, 2005.

Beginning Total Gen. Fund	$7,719.54	
Beginning Div. 1 Sub-Account		$865.98
Beginning LSR Gen. Fund Balance	$6,853.56	
Total LSR Net Worth – All Accounts		$40,859.68
Income – Gen. Fund		
Ad, Dealer	$20.00	
Ad, Pike	64.00	
Cars, Patches & Decal Sales	911.65	
Division 1 Income	129.00	
All Dues Income	1115.50	
Vanguard (CD Fund)	162.88	
Vanguard (Convention Fund)	129.52	
Vanguard (Life Fund)	120.64	
Subtotal	$2,653.19	
Disbursements – Gen. Fund		
Achievement	$42.73	
Awards	449.94	
Contest	116.37	
Convention 2007 Advance	1,000.00	
Decals	115.83	
Division 1 Expenses	451.21	
Dues Passed on to NMRA	326.00	
Dues Overpayment	6.00	
Dues Refund	3.00	
Historian	38.97	
M-Lamp Postage (Permit FAX)	1.94	
Marker Lamp Print & Mail	1679.11	
Sec./Treas. (USPS, Labels, etc.)	146.47	
Transfer to Vanguard Fund	2,500.00	
Web Site	49.50	
Subtotal	$6,927.07	
Ending Total Gen. Fund	$3,445.66	
Ending Div. 1Sub-Account	$543.77	
Ending LSR Gen. Fund Balance	$2,901.89	
Total LSR Net Worth – All Accounts		$39,408.01

New Members – Please welcome the following new LSR members who joined this summer and invite them into your Division's activities. Note that we have four new members that live outside the LSR area.

Charles Kelly, Abilene, TX
Libby Baker, Arlington, TX
Blake Byrnes, Carrollton, TX
Glenn Jensen, San Antonio, TX
Algie Kilgore, Montgomery, TX
Charles Adams, Slindell, LA
Thomas Shook, Little Rock, AR
Ray Baldwin, Fort Worth, TX
Bob Brendle, Dallas, TX
Scott Eubanks, Sachse, TX
John Forist, San Antonio, TX
Allan Gartner, Richardson, TX
H. S. Green, Aledo, TX
Hank Green, Carrollton, TX
Cecil Lasiter, Fort Worth, TX
Olaf Melhouse, Fort Worth, TX
Johnnie Myers, Forney, TX
Chris Pearce, Benbrook, TX
Thomas Richards, Allen, TX
Charles Templin, Fort Worth, TX
Cullen Turner, Hurst, TX
Duane Gaddis, Boonville, IN
Tim Kerfoot, Hurst, TX
Jerry Williams, Knoxville, TN
Donald Depril, Pleasanton, TX
Bruce Englund, Allen, TX
Hilary Smith, Vienna, VA

New Members Missing Their *Marker Lamp*

We discovered that new LSR members had not receive the spring and/or summer issues of ***The Marker Lamp*** this year. Our mailing service checked into the problem and found that their employee had entered the change of address information that we had sent them, but had not entered the additions and deletions to the mailing lists for these two issues (May and August).

Not enough extra copies of ***The Marker Lamp*** are printed to allow us to replace them for the people who were left off the mailing lists. Therefore, to help make it up to these new members, their subscriptions have been extended for an appropriate length of time (either 1 issue or 2 issues).

Per the printer's request, we used to send them a list of changes, additions and deletions. Now we are sending a complete, new mailing list for each issue and the mailing service will process each new list through their verification software (at additional cost to them).

On behalf of the Lone Star Region, we are very sorry for this error and we hope that the steps that we are taking will avoid another, similar incident. As always, please notify me if your address changes, or if you have any questions about your NMRA/LSR membership or your subscription to ***The Marker Lamp***.
Elbert Smith, Sec./Treas.

Who will be the Next MMR?

By Paul Richardson, MMR# 345

The Achievement Program is growing at a rapid pace in the Lone Star Region with 5 members joining the ranks in the period of a year. Ned Spiller, Jerry Hoverson, Jerry Schoenberg, Carl Lester and I qualified as new Master Model Railroaders in time for the convention in Ft. Worth. In the Lone Star Region we have several members who are within a certificate or two of reaching MMR. There is a great deal of time between now and the 2006 convention in San Antonio for **YOU** to qualify, especially if you are one of the people who are already close to qualification**. Now** is the time to make your plans and set the goal of completing qualification for MMR before the next LSR convention. Don't put it off a minute longer**, define** that short term goal, **define** your plan to reach it and most importantly, **work** the plan. Having experienced the joy of reaching this goal and being recognized for the effort was such a good feeling, I want all of you to experience it too. It is an experience that should not be missed. Just in case anyone doesn't realize it, you **do not** have to enter contests to become an MMR, Merit judging can take place in the privacy of your home if you wish.

I just took a look at the NMRA web site and noticed that since I filed my paperwork in December 2004, there are 11 new MMRs who have qualified since that date. It will not be long before someone qualifies as MMR# 400 – will that someone be you? Please make this your goal and if you make it before #400 that's great, if you are #401 or higher, I guarantee you will not regret making the effort. Our region AP Chairman, Al Boos, will be happy to assist you, I will be happy to assist you, other MMRs will be happy to assist you AND anyone who holds a certificate has pledged to assist you in the category where he or she holds that certificate. The resources available to you are staggering so, come on, set that goal and let's get you qualified.

Mastering Modeling Urban Archaeology

By Terry and Tracy Mitchell, MMR'S with help from Chuck Lind, MMR

There are many facets to this hobby. Some modelers like working scenery or scratchbuilding and even a few like electrical. But very few modelers know what Urban Archaeology is or for that matter that it is part of this hobby. Well we can tell you most modelers, particularly the ones that follow a specific prototype or want to model a particular structure to be added to their layout are Urban Archaeologists and they don't even know they are. Simply put, it is the study of a man-made object, whether it be a structure, rolling stock, or even a whole town or industrial complex.

For example, you drive into a town and a structure located on the town square catches your eye. You stop and grab your camera to take a few snapshots of the building. After walking around the perimeter of the building you notice there is a vacant lot next to the building. When you look at the wall adjacent to the lot you notice a dark line running across the wall. Underneath that dark line the brick is considerably lighter and newer looking than the rest of the bricks. What you just discovered and you didn't even know you did, is that there used to be building that stood next to the one you were photographing. Now what do you do? Do you model what is there or do you try to replicate what used to be there? If you prefer the latter, that means more research. Hopefully you can head to the museum in town, praying they have photos of what used to be there. This is what we call Urban Archaeology.

Well we have been doing this for the last several years at a lumber mill in Louisiana called Long Leaf. Many of you no doubt have visited the site or have seen the clinic that Chuck Lind or Tracy have done on Long Leaf. To us this site is as fascinating as the Pyramids or a Mayan city is to a bus load of University professors. It seems every time we go over there's a new question that arises as to what was there or why was it done this way. These are things that fascinate us to no end.

We'll go into a few of these now and hopefully it will help you when you come across something that stumps you. The first mystery we located there was the Engine house. The museum staff calls it the roundhouse, but actually it is a rectangle shaped building. The family that built the mill called it a Roundhouse so the museum kept with the terminology. [No that isn't the oddity]. On the back side of the metal-framed shed is a wooden framed smaller shed. The wooden shed has four sides and it is cut into the metal framed shed. We call this the "Which Came First" Shed. Looking at the wooden framework it is board and batten siding. The siding is right up against the metal framework so tight that you could not slide the battens between the metal framework. Also a section of the metal framework was torched off to allow access to the wooden shed doors. The gussets located on the lower portion of the metal frame are still there. Giving the idea that there used to be a complete metal bracing the whole length of the wall. After studying this building we determined that the wooden structure was there first and the metal engine house was added later. It was probably purchased used, disassembled after buying it and reassembled it in place. A quick conversation with the museum staff confirmed our theory. The locomotive maintenance facility was an open area back in the 1910's. They built the engine house to replace several smaller sheds in the area sometime after WWI.

The next mystery we came to was in the sawmill itself. How was the lumber cut to length prior to the major 1956 rebuild. The original wooden-framed sawmill is 50' x 125'. But when they rebuilt onto one end, they turned 90 degrees and the new part was built from boiler flue pipe and old rail. In this new part they added the trimmer saws. This machinery has circular saw blades mounted 2 feet apart. The blades come up through the base and cut the lumber into pre- determined lengths or cut out deficiencies in the lumber (which would shorten the board, but double the price). Long Leaf prided itself on producing clear #1 grade lumber. That shows how it was done in Modern times, but what about before 1956. Chuck was the one that discovered the answer. He started looking at the old part of the timber-framed sawmill and discovered on the next to the last support frame (before the new construction started) were several holes 2 feet apart in the truss. There had to be something there at one time. When he started looking at the holes more closely, he could see a pattern forming. Every set of holes was the same. With Chuck's knowledge of the logging/lumber industry [Chuck is the logging expert of the three of us, we go to him whenever a logging question arises] he knew that was where the gang saws were located. This is the old, belt driven system sawmills used to cut boards to length. Another case solved.

Another problem in the sawmill that had the three of us baffled was the edger saw. The edger saw is the next process coming off the band saws. The edger saw was used to even up boards or rip them to width. The Long Leaf edger had 8 blades (2 fixed blades on the outside and 6 inside blades that could be moved). We had a couple of questions about the edger.

First, since there were two sets of controls (side-by-side), we thought there would have been two operators; however the museum staff assured us that there was only one operator. We noted that there two sets of control levers that could be operated to work both sides of the mill simultaneously, therefore, keeping up with the two band saws. Many times we questioned the museum staff about our theory, but they insisted that there had only been one edger on the payroll and that he caught the lumber from both sides of the mill. We finally quit mentioning our theory….until proof was found a few years later when 80 photos were donated to the museum…proof positive, even in color! In the photos of the mill there was a shot of the edger, with TWO men working the edger, side by side. Chuck and Tracy looked at each other and said at the same time, "We knew it was a two-man operation!" The moral of the story, "Don't always believe the experts".

The second question also concerned the edger. There was a brake wheel from a piece of rolling stock mounted next to the edger. Why? We knew that the lumber/logging industry had a make-do philosophy, but what was a brake wheel used for in a sawmill? After the escapade with the 2-man operation, we really questioned the use of asking the museum staff to tell us the brake wheel's use, but we asked anyway. The staff had no clue to its use, so we decided to find out for ourselves. Tracy went under the mill and Chuck stayed topside. When Tracy was in place under the edger, Chuck started to turn the brake wheel. After Tracy got an eyeful of debris, he finally located where the brake wheel was attached (or more precisely

what it wasn't attached to anymore). He called up to Chuck to come down and together they both determined that the brake wheel was set up to adjust the tension to the belt driver system when the edger was steam driven. When the '56 rebuild occurred, Long Leaf converted the edger from steam to electricity by adding an electric motor to the old belt drive system and disconnected the brake wheel. Another mystery solved.

The latest, but certainly won't be the last, great mystery of Long Leaf is one that is still being researched. It involves a unique piece of rolling stock built especially for a job. We just haven't figured out what that job is yet. This car is not even on museum property, but is out in the woods located in a 4-track yard about a mile from the museum property. It is out there with several other pieces of rolling stock, log cars, cabooses, MOW etc. About 25 cars are still out there. The mystery car is a really small car, but well constructed. It is only 25 ft from coupler to coupler and is only 13 ft between truck centers. It is a massive car for its size built out of metal with large bunks. We call it the inverted bolster car because the bunks are inverted car bolsters welded to the car bolsters. We always figured this car was some kind of idler flat or MOW rail car with its link and pin couplers. That is we thought until this summer. Tracy was going through old photographs that Terry shot of Long Leaf on the first trip over there. In a photograph Tracy accidently discovered one truck with that inverted bolster configuration located in an area behind the museum buildings. Next time Chuck and Tracy headed to Long Leaf one of the priorities was to find that inverted bolster truck. The trip was set for August. They found the truck fairly easily and measured the distance, finding that it was 25 ft in length 13 ft between truck centers and even though the trucks were not connected anymore, the metal framework was laying on the track between the trucks. They found an identical car matching the inverted car bolster car in the woods. This presented a whole new set of questions. Why would they need two. Chuck and Tracy looked down the tracks to the Double Drum Rehaul Clyde Skidder, a flat car with two hoists, one on each end and a vertical boiler in the middle. There were also two steel booms on each end. The one in Long Leaf has the booms removed, but they are located elsewhere on the museum property. Long Leaf has the only known double drum Clyde Skidder left in the world. This rare piece of logging equipment made by the Clyde Company out of Duluth, was essentially a heavy duty flat car that rode on equally heavy duty 6 wheel trucks. As with anything made from the Clyde company, it was also self propelled. Could the inverted bolster cars be boom cars for the Clyde? A quick check of the booms located on the paved over log pond confirmed they were 40 ft. And the cars were 25 ft in length. Okay no problem maybe the booms set back a few feet on the Skidder. A quick check of the Clyde blew holes in that theory. The mounts were on the very edge of the frame to the Clyde. Another idea popped in our heads. A quick field measurement resulted. It was 5 ft from the top of the frame to the ground. Back to the inverted car bolster. A measurement found from the top of the log bunk to the ground was 4 $^{1/2}$ ft. Good, it could still be tall enough too support a boom. Wheels started turning in our heads. What said that the booms had to lay flat to be hauled? Couldn't they have some extensions to support them in a slightly raised position? So as it stands right now, we can't prove that these cars are boom cars, but we can't dis-prove that they aren't. So for now we call them boom cars (until we come up with something better).

In conclusion, here are five tips to help you become a better Urban Archaeologist. And maybe you will acquire a taste for this facet of Model Railroading that you didn't even realize existed.

1. Play Sherlock Holmes. Go over every clue. When trying to solve a mystery try to use as much logic as possible. Use good detective skills. Eyes and touch are your most useful senses. But don't forget another Sense "Common".

2. Think like Taco Bell "Outside the Bun." Don't assume anything. Remember the saying if you assume something. What you will end up doing is making an ass out of u and me.

3. When an "Expert" says it is this way, go with your "Gut Feeling" in other words, "Don't trust the experts or take someone's word as gospel." Remember two-man operation on the edger saw.

4. Everything was done a certain way for a purpose. It was built that way for a purpose.

5. Research as much as you can. Try to talk to old timers or look at old maps and photographs. A picture is worth a thousand words.

Ken Caulking
1927 - 2005

On September 2, 2005 we lost one of the great promoters of our hobby. Ken passed away after a long illness leaving his wife of 54 years Angie; and one daughter Diane, and her husband Henry Tolley, and a grandson Chris, to cherish his memory.

Ken's love of trains was started in 1937 when he received a Lionel train set for Christmas. While this may be how many of us start, Ken remained a salesman for the hobby throughout his life. His layout was always on the San Jacinto railroad club tours. Here he would show off his beloved "Casy Line" to all who attended. If you wanted to run a train, you were always welcome to do so. If you were a youngster, you were almost sure to be given to opportuntity. Ken believe in the youth and wanted to share the hobby that gave him such pleasure for so many years.

To keep this hobby going next time you have an open house and have a young person visiting, hand them the throttle, Ken will be smiling with you.

Continued from page 9

We would like to provide a Scholarship to bring a youth (between the ages of 11 and 18) and the youth's parent or guardian, to attend the Friday and Saturday events of the annual convention. To do this, we will select a youth from names submitted by members of the 3rd Division. The selection will be totally random. In an effort to expand the boundaries and exposure of our hobby and to recruit new participants, we ask that the candidates not be immediate family members.

We will provide transportation for 2, to and from the convention, transportation to and from the train station (or airport if they just have to fly), hotel room for 2 nights, provide a meal allowance ($100) for the meals not covered in the convention fare, and registration at the convention. We would also like to recognize the youth at the Saturday evening Banquet and present them with recognition of attendance plaque or certificate.

Hobby Shop Corner

By Carl Lester, Owner Lester's Boxcar Works

The "NEW" HO, HON3, O, ON30, and N scale models listed below have been released or are due to be released soon. Check your local hobby shop or model train store to get a look at these outstanding models.

KADEE: www.kadee.com 40' PS-1 box cars, new road names.

LIFE-LIKE PROTO 1000, 2000, Heritage Locomotives: http://www.walthers.com/**Life-Like trains are no more.** You must look in the Walthers catalog to find the new releases of the PROTO 1000, 2000, and Heritage Series Locomotives.

STEWART: http://www.bowser-trains.com Stewart Locomotives has been purchased by Bowser Mfg. Bowser will continue to manufacture the Stewart line of model railroad items.

ATLAS: HO and NScale: http://www.atlasrr.com/

Check the Atlas web site for locomotives and rolling stock release dates:

I**NTERMOUNTAIN RAILWAY COMPANY:** *http://* www.intermountain-railway.com/ InterMountain has announced a new FP7 locomotive with sound and decoder L&M, UP, SOU, MIL RD, AND SP.

MICROTRAINS: http://www.micro-trains.com/ N Scale: FT locomotives A/B sets numerous road names. Rolling stock

BACHMANN:http://www.bachmanntrains.com/

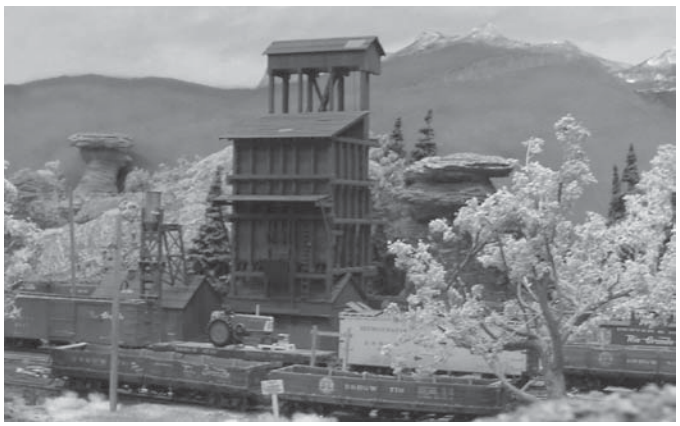
HO/ON30 Bachmann's release of the awaited 2-8-0 locomotives is still a mystery but sometime near the end of 2005. These are nice looking locomotives. Check the Bachmann web site for pre-production pics.

BROADWAY LIMITED: http://www.broadway-limited.com/index.html Check the BWL web site for the new release dates for their locomotives. Most of the released dates have been pushed back into 2006. NEW LOCOMOTIVES**:** The N&W "J" 4-8-4, road numbers 611, 612, & 613 have come and gone, check your local hobby shop…The RSD15 have arrived and they are excellent. I operated a Cotton Belt RS on my layout this week end and the sound was great.

WOODLAND SCENICS:

Woodland Scenic Accents has released some new "O" scale figures. These should make the O, ON3 and the ON30 modelers happy, they are excellent…..

There are too many "new" models to list them all, so a trip to your local "Train Store" or favorite "Hobby Shop" should be on your list of important things to do. Take a friend with you to the Hobby Shop, young or old, the trip could produce a new model railroader with whom you can share this great hobby. So long for now, until next time have a great fall and "Keep on Training".



Steve Amitrano's Sn3 "Chili Line" layout in San Antonio

Halloween in Purgatory

I remember it like it was yesterday. It was Halloween night and I was 15 years old. My buddies and I were roaming around the town of Purgatory. We were too old to go trick or treating, so we were looking for an opportunity to play some tricks. We had done our share of toilet papering trees and soaping windows and even we had to admit that as tricks go, these were pretty lame.

We wanted to pull the ultimate prank, something spectacular that would be remembered for decades. The problem was what to do in order to reach this lofty goal? As we cruised around town in my friend's pickup truck, we tossed around several ideas when suddenly it hit me. I had the ultimate prank and it was so good it would make us legends. Our prank would be so unexpected, so spectacular, that kids would try for years to top it. As my buddies listened I explained, amid outbursts of laughter, exactly how we would pull a prank that would have the whole town talking. Purgatory, like most small towns during my teen years was a very conservative environment, so I just knew my plan would be a stunning blow. For the past several weeks the railroad had stored a string of flat cars on the team tracks that ran parallel to Main Street. My buddies and I waited until after midnight, when we were certain the entire town would be fast asleep, and then we began to execute our plan. We used the pickup truck to gather up every outhouse in town and move them to the waiting flat cars. One by one, we arranged the outhouses on the flat cars and went home to catch a couple of hours of sleep before the town awoke to find every outhouse in town publicly displayed right beside Main Street and in full view of everyone who passed by. We were so excited it was hard to sleep but we were so exhausted from a hard night of work, we finally dozed off.

What we didn't know and never even remotely considered was during the night a Purgatory & Devil River freight train would stop and pick up the string of flat cars and proceed to haul them out of town! It turned out the joke was on us, imagine how it felt when we awoke to find we didn't have a pot to….well, you know the rest of the phrase!

Happy Halloween from the Purgatory Boys, Paul & Duane Richardson

Tom Crosthwait's HO Mogollon & Southwestern railroad in San Antonio

Cowcatcher Division 1

by Chris Atkins

The weather has finally cooled off and the days are shorter, which means more time to spend working on the model railroad. Hopefully you all had a pleasant summer and are now working hard laying track, wiring, building scenery or any other tasks you've put off over the summer.

As I write this, I'm a few dollars poorer after attending what I'm sure was a successful Lockheed Martin Recreation Association train show. This show is held every October and kicks off the local train show season. It will be followed by the Ft. Worth Train show at the Amon Carter November 12-13 and the Plano show on January 14-15.

I'm still looking for a couple folks to present clinics at the Ft. Worth and Plano shows. It doesn't have to be complicated or elaborate. Any model railroading activity you feel you would like to share with other modelers could make an interesting clinic. This is a great opportunity to reach out to your less experienced neighbors and share some of your skills. It also helps support our division activities by fulfilling our train show obligations. Anyone interested in volunteering can email me at chris@railroadmodelers.com or call 214-222-1285.

Speaking of division activities, in August, I held my first quarterly meeting as Division 1 director. We spent an hour discussing new NMRA membership rules and other division happenings while I fought the overhead projector. Then, we all ate lunch that was provided by the Cowcatcher Division. After I figured out the correct combination of powering up the laptop and plugging in the projector, I gave a presentation on my collection of Camas Prairie postcards and photos. You never realize how much stuff you have until you scan it all and cram it into a Power Point slide show.

I'd like to thank all those who made it to my first meeting. If you couldn't make it, you won't want to miss the next one on November 5th from 10 AM to noon at LMRA. Stan Pirzchalski will present a slide show on model railroading in Mexico based on a recent trip he and Karen took south of the border.

Tom Browning, our new youth chair, is looking for a young model railroader in each division for a scholarship. If you have a young son, daughter or grandchild that is interested in model railroading, please send me their name to be considered. Also, if you are interested in mentoring a young modeler, I'm sure Tom could use your help.

If you are a member of the Cowcatcher Division and don't receive emails from me about meeting reminders, etc., please send me an email and I will add your name.

Bayou Division 2

by Jack Green

The Bayou Division came out of its battle with Katrina with mixed results. From initial reports, the large layouts of Lou Schultz and The Crescent City Model Railroad Club faired well. The homes of some of the members and operators are another story. I am writing this during a short break in my schedule with the Red Cross, well in advance of publish dates. Many areas to the south and east remain without power and/or phone service and I have not heard from many of the LSR members, except in forwarded messages. The Kenner Train Shop has re-opened, but I have not heard about Hub Hobby Shop in New Orleans proper.

The February version of Louisiana Rail Run has a tentative date of the 17th, 18th and 19th. Much depends on the availability of motel rooms. Evacuees and FEMA have locked these up from Lake Charles to Shreveport to Jackson, MS. The other issue is the core group of host operators and their situations. The February LRR **may** be another modified two-layout function hosted by the Midsouth and Jim Lofland in Baton Rouge. We will look at the choices in early December.

Lake Area Model Railroaders…Lake Charles, La

A lot of good things have been happening here in the Lake Charles area. The Lake Area Model Railroaders have a new home and are building a brand new layout. Since 1992, we have been renting a building at the old Chennault Air Base. Although not big, it served our purpose. When we started many years ago, we started out by building a small modular layout. As the years progressed, we added on several times until we had a 20 x 40 L shaped modular railroad. Due to space limitation's, we could expand no more.

As the years went by, we moved our layout numerous times and displayed it at the Imperial Museum here in Lake Charles and the Zigler Museum in Jennings, Louisiana. It was a big hit at both Museums during the Christmas holidays. But after years of being moved, it was decided that we would leave it as our permanent layout and build a new traveling layout. Our new traveling layout was carefully designed to meet our needs. Again we showed it at the Museum here in Lake Charles and in Jennings.

As the years went by, our building began to show it's age. The building was at least 40 years old, and problems that had been there, began to get bigger. Sagging floors, rotten floors, ceilings falling in, termites, you name it, we had it. Several years ago we decided to start looking for a new building, Boy, were we in for a shock. With a membership averaging around 10-12 members, there was no way we could pay the high rent that they wanted here in Lake Charles, especially after what we had been paying. So we kept on talking to different individuals around town to see if any one could help us out. At one time, the owner put up the building for sale, but they never could sell it. As time passed, we became discouraged, not much was getting done on the layout (to finish it). We kept looking, but to no avail. Then in 2004 we found out that they were going to widen the street that passed in front of the building. We knew

Continued on next page

then that we were facing the possibly of having to make a tough decision, either find a new home or disband the club.

Nobody wanted to do either of the two. By this time we had picked up a couple of new members. One in particular, Joe Guidry, just happened to know a real estate agent by the name of David Cagle. Joe talked to David, and David must have talked to the right person, because in the summer of 2004, we were introduced to Dan Ellender of the Children's Museum here in Lake Charles. The Children's Museum had just moved into the old Lake Charles American Press building on Broad Street, and was looking for new exhibits. After numerous meetings with Dan, which included a visit to our clubhouse to see our 2 layouts, and after lots of negotiations over floor space on the 2nd floor, we were asked to present a proposal to the Museum's Board of Directors. We then prepared a proposal for the Museum and presented it to them. Dan called us one day and told us we had a new home. The work was just beginning.

We began work on our new home in January 2005. We started by building a wall to separate our space from the rest of the museum. We build an 8ft wall and incorporated into it, 12 – 4x4 windows made of Lexan. For all of the SP fans out there, we painted the wall SP depot yellow (well as close to it as possible) with a brown trim. Phillip Leger was already hard at work designing our new layout using AutoCAD. As most of you know, you change your design a lot when you are drawing one up. We finally decided on drawing # 13. Phillip designed the layout with a loop, which will enable us to have a train running for the kids to see when we are not there. A button is planned for the outside of the wall that they can press, which in turn will start a timer to run the train. Other animation is also planned; we plan on contacting Don Bozeman for more ideas.

We started our bench work in April 2005; at the present time we have about 90% of it complete. We concentrated on getting the bench work done for the two islands, and across the front of the layout. The entire sub roadbed is in along with the different elevations (which range from 39 to 45 inches). Our yards will be built later. We are using homosote for the main line and cork for all industry sidings and branch lines. We thought long and hard about using code 83 switches and track, but with over 120 Peco code 100 switches and a lot's of code 100 track, we decided the cost factor would be too much to switch them out. At the present time, we have laid the entire main line track on the loop, main line sidings, and just about all of the industry tracks. All switches have holes drilled for installation of tortoise switch machines at a later date. We are also planning for the future; the railroad will be wired for blocks, so that at a later date signal's can be installed. We already had Digitrax DCC on our old layout, so it will be used again.

We have just started the process of wiring the track that we have laid, so hopefully by the time you read this, we will have run our 1st train. It's been a long road to get where we are at today, but we are grateful for the Children's Museum for allowing us be a part of it. If you are ever in the Lake Charles area, come by and visit. The Children's Museum is located at 327 Broad Street, just east of Ryan Street near the Civic Center. If you would like additional information, you can contact one of the following: James Clark at JClark6747@cox-internet.com, Earl Demeritt at edemeritt@cox-internet.com, or Phillip Leger at trainsinc@cox-internet.com.

P.S. As of September 6, 2005 the loop has been completed and we ran our 1st train.

North East Texas Division 3

by Duane Richardson

Things have started off with a bang in Division 3 this summer. We found space at the Downtown Garland Library to have a monthly meeting. These have been well attended for something that is just getting off the ground. We have averaged close to 2 dozen members in attendance each month. We've also had clinics on hand laying turnouts and weathering freight cars. The weathering clinic turned into a two part clinic. At the library we went over where and why cars get dirty and then we moved over to Discount Model Trains after a lunch break and did part 2 of the clinic as a live demo.

For those of you that may have missed the emails, phone calls, and letters we are meeting on the 3rd Saturday of each month at the Library from 10:00 AM to 1:00 PM. See the Division 3 web page for a map and directions. http://www.lonestarregion.com/div_3/index.htm Please come down and take part of our Division. Bring a friend!

During the second meeting we voted that the Modeler's Challenge for this year will be a model in any scale so long as the base isn't larger than a square foot. Now…that can be 12 inches square or 144 square inches in whatever configuration that you want. I hope that everybody is making progress on their projects. I'm still in the planning stages on mine. For more information on the Challenge please see the Division 3 web page.

At the upcoming meetings we will be begin the 'Launch into the Achievement Program'. Be thinking about a modeling subject that you would like to begin with. If we were to start with Freight Cars for example, we would try and set up the clinic to have something to do with the subject (if possible). We would also have a brief show-n-tell about where we are on our projects and help one another when we get stuck.

In the coming months we'll be looking for volunteers to help the Division at the Plano train show to man the LSR table. I thought that this year instead of just having somebody there to answer questions we might also consider having somebody there working on a model as well. Being able to offer some instruction would show some of the value of the NMRA. We will also begin the planning for our Annual April Mini Meet as well.

I hope to see you all at the next meeting.

Cen-Tex Division 4

by Bob Alson, Jr.

It's been a long hot, dry summer and I'm starting to get the urge to head to the train room and continue progress on the layout. I now have all the electromagnets in and the timer

circuits all work too. Next will be switch machines and finalize the CMRI signal goods and then test run it to get the bugs out before laying the terrain. That's a lot of work. I hope it's a cold winter so I can get it done.

This is the season for trainshows in division 4. Temple had their show in Sept. The clinics that were offered were very well attended and **Kennedy Gauger** did a fantastic job on the signs for them. There were many vendors and the show was very well attended and all enjoyed it. By the time you get this Marker Lamp, the Austin Jamboree will have taken place. It always has one of the best layout tours in central Texas. **Tom Pearson** and his committee put on a great event. I really enjoy this show and you know me- Mr. Seen one show you've seen them all.

Probably the most exciting news effecting division 4 is that we will be hosting the LSR Annual Convention in 2007. We have already had one planning meeting and will have our next one on Nov. 5 at the home of **Chuck Wilson**. Please mark your calendar and come to the meeting. We need everyone in the division to pitch in and help us host a great Convention. We will be having it in Round Rock from June 6 through the 10th at the Wingate Inn and Conference Center. This is clean, easily accessible hotel that offers a good room rate and free hot breakfast every morning. It's going to be the best Convention ever held in Central Texas. I'll toss out morsels to entice you as we have them available.

Division 5

by Dave Lamberts

Once or twice a year the Lubbock Model Railroad Association (LMRA) holds a "play day" at the church where we also have our monthly meetings. Our next play day is scheduled for November 4 and 5. Setup time typically begins on Friday (Nov 4). The modules will be set up by Friday night and play day is scheduled for all day on Saturday. All scales are represented from Z to G. We started selling tickets at the door a few years ago. Admission is $1 for adults and free to kids.

Each year Lubbock hosts the annual "Cowboy Symposium." Our club has been invited to participate in the symposium for several years. It actually turns out to be one of the club's best-attended projects. We have business cards printed out with our name and logo on the card and on the back of the card is our meeting date and time. This has proved to be a good public relations move for the LMRA as well as a membership draw.

We currently rent a storage space from one of the local storage facilities in Lubbock. We made this decision a few years ago when the empty building we used to store them in became occupied. The rent rate is $300 per year, but the storage unit provides a safe place for our modules when they are not in use.

Because the club often has a requirement for photographs, we elected one of our members (Joe Price) as official club photographer. The primary requirement for this position was to own a digital camera.

By way of Amarillo news, the Santa Fe 5000 (aka "The Madam Queen") was transferred from her original placement in front of the Santa Fe depot. The Santa Fe railway company donated the 5000 to Amarillo in 1957.

Although the most appropriate location for this engine was to remain in proximity to the depot, when the former Santa Fe property ended up in private hands it became necessary to relocate the locomotive at the request of the current land owner.

Messer Construction of Hereford, Texas performed the move with ease, according to *The Semaphore* (The newsletter of the Texas Panhandle Railroad Historical Society). They write further "utilizing several monstrous crawler tractors with side booms and huge front end loaders the engine and tender, on temporary tracks, was shuffled a distance of just over four city blocks. Watching Messer's crew was a real pleasure, much like viewing a well-choreographed ballet. There was no doubt to all who witnessed this feat that the moving team members were purely professional." The Madam Queen has her own web site at www.railroadartifactpreservation.org if you would like to learn more.

Division 6

by Doyle Bond, MMR

I had a booth setup at the SAMRA show on August 6th and 7th. A lot of people came by, but that was because Wayne Hammelman had his HO trolley layout next door. Many kids had FUN. Of course they could not appreciate the fact of the power of the overhead. As far as I could tell it worked faultlessly!

On August 20th I was set up at Bryan Weidner show in New Braunfels. I had, by word-of-mouth, tried to have a model contest, but alas no entries. Bryan had my table in a good location and many visitors.

On September 17th, I put on my on under cover clothes and went to the Temple show.

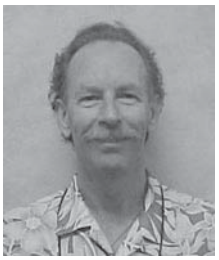
October 1st and 2nd found me and my table set up at the AMRE show. Again I had no entries for the model contest, but Harold Fleisher had good spot for my table and many people came by. I had my Waco Cotton Belt Station in HO on display. This brought many questions and comments.

I again donned my under cover clothes on October 8th and went to the Lockheed Martin Train Show. While chewing the fat with some of the attendees over a hotdog, I met a person that lived in my division. He was life member of NMRA, had traveled much, and put his hobby on the back burner. He was now interested in meeting members in the San Antonio area and information about clubs. I supplied him with much info. It just goes to show that you are never too far from home to help out with a model railroader.

I am sure that many of you saw that great photo of my Waco Cotton Belt Station in the September, 2005 issue of Scale Rails, page 31. My model has a new home. It is now located in the Mayborn Museum at Baylor University in Waco, Texas. This museum is only about 18 months old. On the ground floor is a sizable HO layout that is operated by pushing buttons in some areas. There is also a display case about model railroading and has freight cars ranging from "Z" to "G". Next time you are in Waco, check out this museum.

I will try again to have a model judging contest at the SAMRA Jamboree on January 28th. I will also have my NMRA booth on the 28th and 29th.

That's all for now, I gotta go play with my trains.



Division 7

by Don Kimmell

Greetings from North Louisiana.

First off, I hope and pray that our fellow hobbyists in the southern part of the state are doing better. I have just heard that the majority of them have done fairly well.

Well, we have survived another long hot summer, so it must be fall and the train shows start again. The Ark-La-Tex Crew has been on the road again, one trip to Temple and another to Lockheed in Fort Worth. Both shows were very enjoyable, it was a lot of fun to see some old friends, and meet some new ones. The Temple group did its usual great job. Of course there was a bit of talk about the upcoming LSR Convention in 07'. I was very encouraged by the level of enthusiasm Bob's crew is showing. From what I was told it should be another great one!

The Lockheed Show was another great time! Jerry, Bob and Crew did a super job. At one point, I thought we could have a board meeting; there were so many members there! I was very encouraged by the number of families attending…some new members? I saw John manning the membership table, recruiting away!

The folks down in Alex, have open a railroad at the Children's Museum and are operating away! This was a layout that was donated, so it was disassembled and moved, reassembled and they have trains running now. I understand there were some problems with DCC, but they did manage to straighten them out. Way to go Guys!!!

We have started work on this years edition of the KCS' Holiday Express, added a few new things, repairing a couple of things—sky lift, trolley, airplane, adding more—6 or so houses, a mine, some cows, and various assorted other items. The KCS has had their business train down south, first in Baton Rouge, then Beaumont/Port Arthur, using it to feed and house the displaced workers, while still operating the "real" railroad.

We are looking forward to the Marshal, Texas T&P Train Show, first weekend in November. Homer is helping them get it off the ground, so it should be interesting and fun. It is a fundraising effort to help preserve the T&P Station there in Marshal.

Well, that's about it from around here, I want to wish everyone a Happy Thanksgiving, Merry Christmas (give more trains), and a Happy New Year.!!!

Texas Gulf Division 8

by Jim Long, MMR

No Report Received

Company Store

Cars that are available:

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Waco Austin & Bryan	$7.00		$10.00
Anniversary Car 1951	$10.00	per set	$42.50
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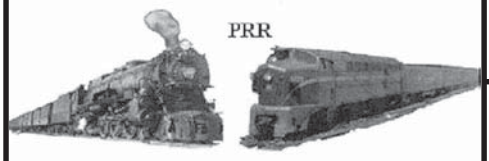

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